

RUNWAY SAFETY BULLETIN NO. 12

April 20, 2004

TO: All Towered Airport Personnel

FROM: ATO Regional Runway Safety Program Manager
Southern Region

Safety is our #1 priority. As we continue our partnership with airports, tenants and users to enhance safety awareness and reduce the number of surface incidents of Vehicle/Pedestrian Deviations (VPDs), we must continue to be vigilant in our efforts to develop procedures and solutions. As part of our ongoing commitment to the aviation community, members of the Regional Runway Safety Team are available to participate in workshops/seminars, provide surface safety training, CDs, and other educational material. We all must do whatever we can to reduce and/or prevent VPDs, which is steadily increasing.

One problem that has been identified in several recent incidents has been miscommunications between airport vehicle operators and air traffic controllers. In many of the incidents, either the communications were misunderstood or one party failed to hear what the other had said. Always ensure that you **know** what ATCT has instructed and always ensure that ATCT **understands** where you are and what you want. When operating on the airport, the ultimate responsibility is yours to ensure a safe operation. Make sure your communications are clear, concise and completely understood.

As a reminder, here are a few additional helpful hints:

- Know your airport. If you are not sure where to go or how to get to another location, ask for progressive instructions from the controller. Carry an airfield diagram with you for quick reference.
- Always check your radio to make sure it works properly before entering the movement area.
- Always “read back” hold short instructions.
- If you don’t understand, or are not sure what the controller said, ask them to repeat it. Do not assume anything.
- As pilots say, ‘keep your head on a swivel’. Be aware of your surroundings and watch for aircraft. Listening to other radio transmissions will help you maintain situational awareness.
- Before driving, review the airport’s rules and regulations for driving on the movement area.
- Keep radio communications short and concise to avoid radio clutter that may lead to confusion.
- Aircraft ALWAYS have the right of way!

Everyone operating vehicles on or are allowed to access the Airport Movement Areas should have completed an airport driver’s training course, be authorized to operate on the movement areas, or be escorted by trained personnel.

We encourage you to bring this to the attention of your staff **today**. Everyone should be reminded to pay special attention while driving on movement areas. A simple reminder could prevent a disastrous event at your airport.

Sincerely,



Anna B. Cohen

RUNWAY SAFETY BULLETIN NO. 13

July 23, 2004

TO: All Airport Operators and Users

FROM: Regional Runway Safety Program Manager
Southern Region

Safety is our number one priority - and runway safety is everyone's business!

One of the goals of the Regional Runway Safety Program is to educate, train and enhance pilots', controllers' and vehicle operators' knowledge and understanding of airfield signage, marking and lighting on the airport surface. The "Holding Position Signs for Runway Approach Areas" and "Holding Position Signs for ILS Critical Areas" continues to be confusing and misunderstood by its users. This safety bulletin further expands on the function and requirements of these signs and its purpose, as was outlined in Safety Bulletin #7.

AC 150/5340-18C Definition of a Holding Position Sign for Runway Approach Areas



The inscription on a sign for a runway approach area is the associated runway designation followed by a dash and the abbreviation APCH for approach. The sign is installed on taxiways located in approach areas where an aircraft on a taxiway would either cross through the runway safety area or penetrate the airspace required for the approach or departure runway. This sign is not installed on runways, and/or runways or taxiways that intersect the runway specified on the sign.

The following information is taken from the "Signing and Marking Supplements (SAMS) that pertain to approach signs or marking. SAMS was created to supplement the Advisory Circular (AC) and are created and maintained by Washington Headquarters, Office of Airport Safety and Standards.

- **When is the holding position sign for runway approach areas used?**

This sign should be used only on taxiways that pass through the approach area for a runway but do not intersect the runway. If it is necessary to protect the approach for a runway that the taxiway intersects, then the standard runway holding position sign should be used if it is necessary to protect the runway approach for all operations.



ILS CRITICAL AREA SIGN

The ILS Critical Area sign should be used when it is necessary to protect the approach surface during **precision instrument approaches**.

- **How is the location of the holding position sign for the runway approach area determined?**

The sign is located so that an aircraft on the taxiway will not enter the runway safety area or penetrate any of the following surfaces that may be applicable to the runway: threshold location plane, inner approach obstacle free zone, inner transitional obstacle free zone, TERPS approach surfaces, and clearway. If the taxiway passes through a navigational aid critical area, it is also necessary that the sign is placed to protect this critical area if a separate "ILS" sign is not used.

- **When is the ILS Critical Area sign used? (This SAMS is included because there was a question about the difference between APCH and ILS)**

The ILS sign is used to protect the critical area for an ILS approach. The critical area includes the areas around the glide slope and localizer antennas necessary to protect the electronic signal, as well as any area where an aircraft on the ground would penetrate the airspace required by TERPS for an ILS approach. The latter normally comes up in the case of an ILS approach to a displaced runway threshold. The ILS sign is not needed because the holding position sign for taxiway/runway intersections protects these areas.

FAA AIR TRAFFIC ORDER 7110.65; PARAGRAPH 3-7-2, "Taxi and Ground Movement Operations" and PARAGRAPH 3-7-4, "Runway Proximity"; and the AERONAUTICAL INFORMATION MANUAL, 4-4-18; "Taxiing", provides the guidance and phraseology for complying with this safety provision.

Sincerely,



RUNWAY SAFETY BULLETIN NO. 14

September 10, 2004

TO: All Towered Airport Users'/Tenants' Ground Support Personnel

**FROM: Regional Runway Safety Program Manager
Southern Region**

Reducing Vehicle/Pedestrian Deviations is Everyone's Responsibility!

Safety is our #1 priority, and we must continue to work in partnership with aviation users to reduce the number of surface incidents of Vehicle/Pedestrian Deviations (VPDs). In addition, we must be vigilant in our efforts to provide educational material, develop procedures and solutions to further enhance surface safety awareness. We all must do whatever we can to reduce and/or prevent VPDs, which is steadily increasing.

There is a course available through the AOPA that you may find useful as an additional training aid for airport users. It is mostly designed for the pilot; however, vehicle operators/tug drivers can also benefit. We recommend that you share this information with your tenants, particularly those that have maintenance and military facilities on the airport, ARFF personnel, and especially airport personnel, etc.

You can access this course at: <http://flash.aopa.org/asf/runwaySafety/>

In addition, FAA Runway Safety and Operational Services, in conjunction with FAA Aviation Safety Program, has produced an interactive CD "Tug and Tow 101", version 2. The CD was produced primarily for those Aviation Maintenance Personnel that are involved with taxiing and/or towing of aircraft. However, all airport personnel that operate on the airport should also find this CD a useful runway safety-training tool to incorporate into their standardized training program. The "Tug and Tow" CD can be access at: <http://faa.gov/runwaysafety/> and order online at 2 maximum per organization. Scroll down the topics located on the left side and click on ordering, which is located under the Link topic.

If you have any safety concerns, recommendations and/or input, feel free to call us at **(404) 305-5557**, or e-mail us at 9-ASO-Runway-Safety@faa.gov

Sincerely,



RUNWAY SAFETY BULLETIN NO. 15

March 22, 2005

TO: All Towered Airports
All ATCTs

FROM: Manager, Runway Safety Program
Southern Region

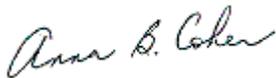
Runway Safety is no accident -It's Everyone's Responsibility!

Springtime is upon us, which means good weather and a lot of airport construction. As a result of the 2000 crash of Singapore Airlines, B-747 at Taipei, in which the pilot took off on a closed runway and collided with construction equipment, this is a reminder for heightened awareness concerning the impact of construction activity and safe aircraft operations on airports.

Construction activity adjacent to movement areas disrupts normal taxi routes and can contribute to pilot deviations and accidents. Closed taxiways/runways can easily cause pilot and vehicle driver confusion if barricades are not adequate and/or there are improper lighting and signages. This can be misleading and confusing, thus causing a surface incident or accident. Airport operators are reminded that they should ensure construction areas are properly marked, lighted and are NOTAMed. They should also ensure that construction vehicles and equipment follow and/or remain in the designated areas and clear of all taxiing aircraft.

Additionally, springtime is also a great time for airports to sponsor Air Shows. Airport operators must prepare a Vehicle Operations Plan for approval prior to being issued an FAA Certificate of Waiver or Authorization. With the good weather, construction activities and airshows, there will be more vehicles and pedestrian on the airfield. To reduce the possibilities of vehicle/pedestrian deviations, we ask that airport operators ensure the following:

- Construction NOTAMs are coordinated and delivered to all tenants
- Airport diagrams are current and correct
- Airport rules and regulations are reviewed regarding driving on the movement area. Make changes or enhancements as needed
- Potential runway incursion high alert areas or confusing areas on the airfield are reviewed. Coordinate changes with tower personnel and discuss with tenants/users
- Monthly safety/construction meetings are held regularly to discuss activities and get input from the users
- Procedures for tug drivers, contractors, and emergency operations personnel (fire trucks, etc.) are reviewed
- Involve everyone in spreading the runway safety message and being a part of the solution!



Anna B. Cohen